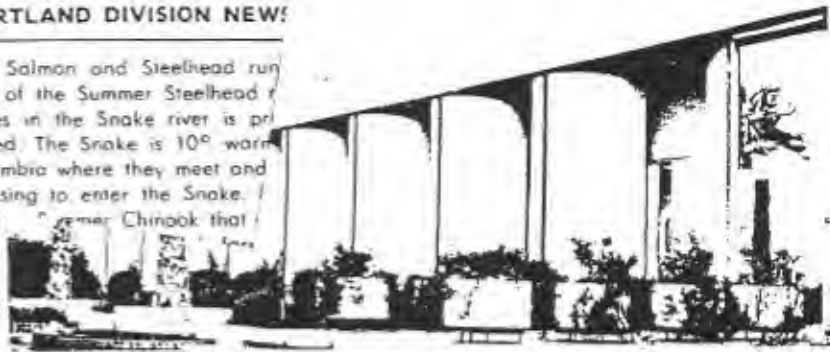


ELECTRON'S Corner



PORTLAND DIVISION NEWS

Summer Salmon and Steelhead run segment of the Summer Steelhead originates in the Snake river is pre-eliminated. The Snake is 10° warmer the Columbia where they meet and are refusing to enter the Snake. Elmer Chinook that



Volume 3, No. 8

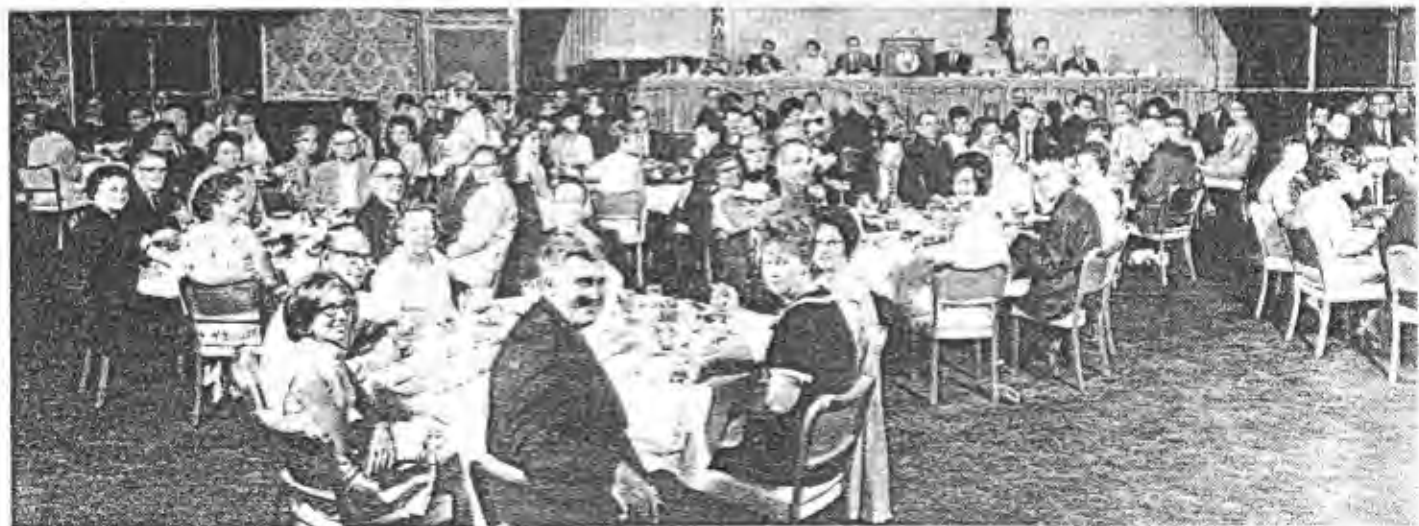
AUGUST, 1968

Portland, Oregon

Portland Division Employees Honored



THE HIGHLIGHT of the evening's activities was the presentation, by Mr. Rozell, of the senior service awards to those employees serving 20 years or more with the Company. In picture standing from left to right: W. M. Rozell, who presented pins to Grace Coats, 20 years; Margaret Grieve, 25 years; Bill Brennan, 30 years; Mary Foley, 25 years; Walt Bernhardt and Bill Packer, 40 years; George Hall, Elmer Richardson, Terry Lowry, Don Charlers, Walt Hohenleitner, 30 years; Robert Bower and David Stehlik, 20 years.



William M. Rozell commended employees of the Portland Division at the Company's Third Annual Service Award Banquet which was held in the Mayfair Ballroom at the Benson Hotel, Saturday, June 29, 1968.

The guest speaker was Mr. John Salis-

bury, noted commentator, author, Director of News for KXL, and recipient of many awards for his radio and TV presentations titled "A Message for Americans". Mr. Salisbury's comments at the award dinner were most interesting and highly appreciated.

The Company presented no service awards from 1959 until last July 1966 when the policy was reinstated. During this first annual service award dinner for Portland Division employees, 250 people attended the function at the Benson Hotel. See page 4



FROM THE DESK OF

Bill Royell

During the past three years, it has been my practice to have periodic meetings with our Shop Stewards. During these meetings we try to "close the gap" of information between "the office" and "the shop."

I'm pleased to admit that I cannot once recall anyone ever asking a ridiculous or ridiculous question. In my opinion these ses-

sions mean of the These Compa portme have If will be discussed at one of these next meetings.

Some of the questions frequently asked are, "How is our Company doing? — Are we losing business? — Are we getting more business? —" These, by the way, are the kind of questions encouraging to a "manager type", since the demonstrate interest in the Company and indicate an awareness that our individual welfare, as employees, is a proportionate to the success (or lack of it) of our Company.

It seems appropriate to repeat here, the reply made to those questions during our last meeting.

Of all the accepted standards of measuring how a company is doing, the most common analysis is related to GROWTH. Because in today's highly competitive industry of rapidly fluctuating markets, and fast changing technology, a company cannot stand still. They either GROW — or they diminish. In that particular area, our Company is doing O.K.! We have grown substantially since becoming the Portland Division of E.S., and we plan to do a lot more growing in the future in that regard, we have been most fortunate. However, successful growth is never achieved without effort and "nobody gets something for nothing". (As a matter of fact, some of this world's most serious problems stem from people

cannot, understand that (economics.) Almost every employee has worked hard and contributed in our past growth.

Every employee must be an active part of our combined efforts to continue our Company's growth.

As you know, most of our business is with Boeing who has recently cut back schedules on all programs except the "747".

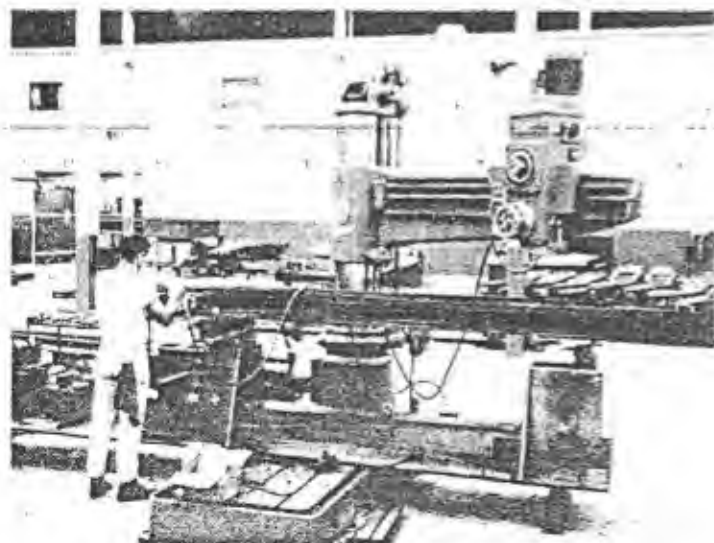
This reduction is beginning to be painfully felt by many shops in our industry. Shops who are faced with the unhappy situation of rushing and working overtime to pick up shipments that were delayed during their recent long labor interruption, and then cutting back for lack of business.

On the other hand, Portland Division, due to our increased programs with other customers (as well as the 747 program), is fortunate in having a relatively stable future business, as well as continue to grow, we must strive harder than ever to provide our customers with the good quality and prompt delivery they expect of us.

This Division's successful growth has been made possible by the reputation we have established, over the years, for reliability. Now, it's increasingly important that we protect our reputation, assure our future business, by again putting forth that little "extra" amount of interest, cooperation and effort that is called "teamwork".

We have committed to our customers that "Portland Division" will be 95% ON SCHEDULE by the end of September. Half of us, working around the clock, could not do it — but with a little additional "teamwork" from everyone — we can!

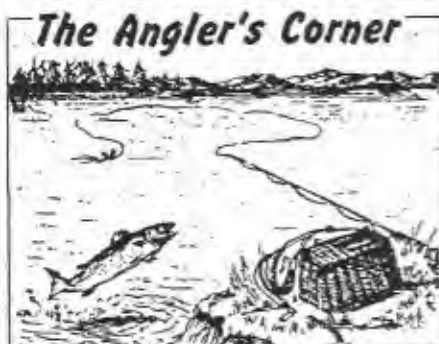
New Radials Added to Support 747 Track Program Recently



No. 7216 — This new Italian built radial with a five foot radial arm was just installed in Dept. 620 to perform many of the various drilling operations included in the 747 track program. The operators on this machine are Patrick "Pat" Summers on first shift and Howard Fletcher on second shift.



No. 7217 — This "little" thirty-six inch radial arm, Japanese built Yodagawa was just purchased along with a special built thirty foot roller case for drilling the initial holdowns in the 747 flap track forgings.



The Angler's Corner

by GEORGE MacALEVY

THE DAM DILEMMA

To all you Columbia River fishermen, I have a sad story to tell. It appears the John Day Dam may be the dam that broke the Salmon's back. This dam transformed the last segment of the Columbia as a river into another in what is now a long series of lakes and dams. The Snake River is now also transformed by a series of dams into a chain of lakes for a considerable length.

Dams mean stored water and dams mean spillways. Both have side effects lethal to fish life in addition to the barrier effect. None of these Columbia dams below Grand Coulee is so high but what fish ladders were considered adequate for passage. The ladder at John Day is seemingly refuting this theory. Many anadromous fish are not getting over this ladder.

The Oregon Fish Commission is out in force to attempt to find solutions to the problems created by these dams, but the problems are occurring faster than solutions. The Commission has its biologists and technicians on the scene. An aerial survey of the Columbia from Bonneville, the first dam, to the confluence with the Snake River is being conducted. Dead and dying fish below John Day dam will be autopsied, and technicians will monitor every possible trouble spot at all the dams.

Looking at the problems all at once will make any Salmon or Steelhead fisherman pause to think. The situation looks insurmountable. The major ones are these:

1. Slack water between dams causes some of the fish to lose their bearings and wander aimlessly.
2. The storage of large amounts of water with the greater surface area thus exposed allows the water to warm up to too high a temperature.
3. The spillways dumping water at the dams are causing too much nitrogen to be absorbed in the water. This is subsequently taken in through the fishes gills. Nitrogen bubbles in a fishes blood kills just as it does in a human with a case of the "Bends".
4. Adverse currents from the turbine discharges and/or spillways divert fish from the ladders, and halts the migration. This is especially so at the John Day dam.

That these problems have existed for some time is evident in the decline of the

Summer Salmon and Steelhead runs. One segment of the Summer Steelhead run that originates in the Snake river is practically eliminated. The Snake is 10° warmer than the Columbia where they meet and the fish are refusing to enter the Snake. Fifty percent of the Summer Chinook that pass over Bonneville's ladders are lost before reaching the upper dams, such as Priest Rapids and Ice Harbor.

Shad, which recently have spread into the upper portions of the Columbia system are having problems this year. Although numerous in the ladders at John Day, very few are getting on up into Lake Umatilla. Many dead ones are drifting below.

Sockeye Salmon, although of no consequence to sport anglers, are of considerable commercial importance. This is one fish that usually has taken dam and fish ladders in its stride with little or no difficulty. Even these Sockeye are in trouble at John Day.

The latest developments in this situation, as consolidated on July 25, only point up the seriousness of these problems as more dead fish show up daily. Biologist's reports confirm the causes of the deaths as listed above.

On the other hand, the fall Chinook Salmon run has not been affected by these changes yet. This run has held fairly steady for several years now, and the anticipation is for as good a run this year. To protect the tail end of the Summer Steelhead run, the fall Chinook commercial season has been set back to August 11.

It has seemed that the warmer water of the Columbia has caused a reluctance on the part of Silver Salmon to strike these post falls. Perhaps the current investigators will shed some light on this factor.

Most of the data used above has been furnished this writer by the Oregon Fish Commission, which has the formidable task of attempting to solve or alleviate these problems. Any help or cooperation by any who read this will be appreciated.

Years of Service

5 YEAR service pins were presented to: Roger Dworschak, Richard Appleman, James Kotera, Allen Hibbs, Jack Mitchell, Edwin Elsholtz, Dennis Nolder, Sydney Kostman, Eugene Boschert, Jerry Stone, Gary Reedy, Victor Lyon and Earl DeWald.

10 YEAR service pins were presented to: Laten Frawley, Kermit Zimmerman, Don Pahl, Merwyn Lovejoy and Dan Gunderson.

15 YEAR service pins were presented to: Leonard Ostrander, Arnold Bergman, David Sassee, George Antrim, Erv Conlon, James Brooks, Larry Hardy, James Bell, Leslie Ryther, Leonard Jacobs, Ken Moran, Ben Kaiser, George Bute, Hillard Crandell, John Chadd, Robert Moeller, Dick Kahnweiler, Bill Haynes, Art Crandell, Scott Freeman, Herb Reiber, Adam Grenz, Duane Gunderson, Herman Waltz, Catherine Pitts, Jo Phillips, Nathan Mitts, George MacAlevey, Merle Iverson, Gorman Gray, Glen Gillett, Harry Estes and Ed Joy.

Portland Division Employees Honored



Anton Rudich, 15 yrs.; Donald Dunn, 15 yrs.; Dave Vincenzi, 15 yrs.; Don Anderson, 15 yrs.

J. A. Zivic Appointed Ass't Gen. Manager



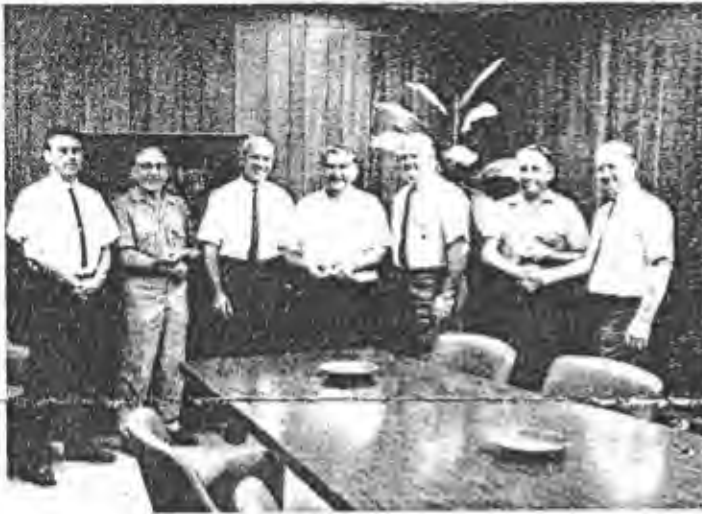
The first of this month W. M. Rozell announced the appointment of John A. Zivic to the position of Assistant General Manager. John was formerly with our "Eemco Division" located in Los Angeles where he served in a similar capacity.

John's background, education and experience provides exceptional qualifications for his new assignment with us in which he will be active in both technical and administrative capacities.

He is a graduate engineer with a number of years in research and development as well as industrial management. John also served his apprenticeship in a machine shop in Cleveland, Ohio prior to attending college at both Case Institute of Technology, and Cal-Tech after which he served in the U.S. Navy as a Lt. Commander.

John A. Zivic is a welcomed member to our "Portland Division team".

Portland Division Employees Honored



Arthur Gafner, Otto Jarek and Ed Halfmeister were presented their 30 year pins by Factory Supt. Earl DeWald and Ede Roberts, Manufacturing Mgr. Assl. Mgr. John Zivic and Gen. Mgr. W. M. Rozell added their congratulations to the men for their many years of faithful service.



Merlin Bell, 15 yrs.; Eugene Cipolla, 15 yrs.; Ed Kashuba, 15 yrs.; Don Bryant, 15 yrs.; Floyd Haskell, 15 yrs.; David Wright, 15 yrs.; Earl Hayes, 15 yrs.; Michael Meyer, 15 yrs.; Al Kitto, 15 yrs.; Glenn Edenburn, 15 yrs.; Richard Lord, 15 yrs.; Claude Killinbeck, 15 yrs.; Alan Weddle, 15 yrs.; Joe Robinson, 10 yrs.; Royal Bisby, 10 yrs.; Melvin Arnold, 5 yrs.; Al Whitman, 5 yrs.; Ray Williams, 5 yrs.; Bill Schuff, Tom McLean. Not shown in picture: William Prewitt, 15 yrs.; Jion Johnson, 15 yrs.; Emil Minch, 15 yrs.; Bodo Grober, 15 yrs.; Joe Nelson, 15 yrs.; Henry Waht, 5 yrs.



(FOLDED EDGE
AT TOP)

William Prewitt, 15 yrs.; Alan Weddle, 5 yrs.; David Wright, 15 yrs.; Melvin Arnold, 15 yrs.; Neil Elkins, Group Foreman, 3rd Shift.



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